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BIRDS EYE BEATS BAN ON ICELAND

ICELANDIC wet fish found its way back into Humberside fish factories early this week despite the nationwide ban on Icelandic trawler landings.

Birds Eye got around the ban by buying fresh cod landed from an unnamed Icelandic trawler at Ijmuiden in Holland.

It then transferred the fish, believed to be 18,500 stones, by road to Humberside where it was split evenly between the firm's Hull and Grimsby factories.

Icelandic wet fish was last

available at either port almost one year ago. The operation was not entirely a new venture for Birds Eye, however. The company has been buying more and more Continental fish to meet the demand of its frozen food factories as local catches fell away.

Free

This is believed to be the first time Birds Eye has bought heavily from an Icelandic vessel during the ban.

Icelandic trawlers can land

freely on the Continent and have totted up sales worth hundreds of thousands of pounds this year. Most of the fish has gone to Germany.

As Humberside's fish supply situation is worsening, this is unlikely to be the last deal of its kind. The 'big boys' in fish processing are now having to look further than ever for supplies.

Merchants on the White Fish Authority export mission to Spain in September were on the look-out for cod and small supplies were believed to have been secured.

The first major casualty of

this winter's fish famine at Grimsby is the night shift at the Findus factory in Orwell Street being axed.

Warning on mesh changes

A STRONG warning has been issued on impending changes in minimum mesh sizes.

While all the indications are that new regulations will push the minimum size up from 70 to 80 mm, this will be a "disaster", states George Crawford, chairman of the National Federation of Fishermen's Organisations.

"To move just one millimetre while industrial fishing is still going on could bring the industry to a standstill", says Mr. Crawford. "Whole fishing communities could be wiped out at a stroke, he adds.

Processors: more aid from the government?

THE GOVERNMENT are considering a scheme to compensate herring processors for under-use of equipment.

The scheme was submitted by the Herring Buyers' Association.

Employees made redundant, would be eligible to benefit from the wide range of measures the Government introduced to cushion the effects of unemployment.

A CASE FOR MORE LOCAL CONTROLS

THE need for efficient local sea fisheries committees seems unlikely to diminish and may well increase with the introduction of new EEC regime.

That was among the conclusions submitted to the House of Commons trade and industry sub-committee inquiring into the fishing industry last week.

The evidence came from the Association of Sea Fisheries Committees on England and Wales representing the 12 committees which originally set up when limits were at three miles out. The Association referred to their having been stranded by history but said that the committees operated procedures of great value.

"Within whatever regime eventually results," said Mr. C. C. Lucas, the Chairman, in written evidence, "the Association believes that the Committees will have an important role to play in incorporating the positive principles of locally-controlled inshore conservation and development, and of fishermen's participation in the formulation of regulations."

Licensing, which to be effective must imply limitation of effort, was certain to be applied one day down to individual vessel level and would almost certainly need local rather than central administration.

"EEC planning includes as yet unspecified proposals for the reservation of local fishing areas to local fleets in which have traditionally fished those areas — proposals which have clear local administrative needs."

Two trawlers had a total of only 1,403 kits — and some of this fish had been caught in the North Sea.

BUT's Falstaff (Sk. A. Cubbison) returned from a 24-day trip to the White Sea and Bear Islands to gross £29,108 for 761 kits. Her codstuffs averaged £39.93 per kit.

Another BUT vessel, Kingston Pearl (Sk. B. Turner), made £24,821 for 642 kits from a 28-day trip. Boston Deep Sea Fisheries'

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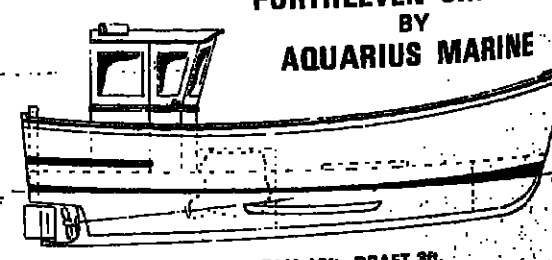
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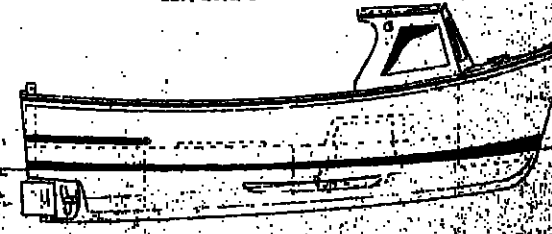
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PANIC BUYING AS FAMINE GETS A GRIP

FISH merchants and processing factories reluctantly began to lay off workers at Grimsby last week when the port struggled through one of its worst-ever trading spells.

A total of only 9,558 kits was landed by the local fleet all week and, with overland supplies badly hit by the recent spate of gales, a fish famine developed which could cripple the port if it continues.

The timely arrival of four distant water trawlers accounting for 4,132 kits, one each day to the Thursday, prevented the markets from collapsing, although last Friday's tally of just 35 kits from the seiner *Elia Grethe* — thought to be Grimsby's smallest ever turn-out for a normal working day in 121 years — created panic buying on Thursday's depleted market of 2,815 kits.

Prices shot up and top

quality Westerly cod touched a new high of £91 per 10-stone kit with ease.

One kit of exceptional quality actually changed hands for £97.50, while Bear Island cod from BUT's *Vivaria* (Sk. Roy Kurz) had a top line of £83 per kit, another record.

After a 21-day trip *Vivaria* comfortably topped the weekly earnings list with a grossing of £47,141 from 1,077 kits. Runner-up was *Ross Ramillies* (Sk. Ray Pepper) on £44,163 from 1,221 kits, again largely codstuffs, after a long 27-day trip to the same grounds.

Middle water trips were all badly hit by gales on the Westeries and the top tripper in this section was *Con Solidated Fisheries' Real Madrid*, on her last trip before being withdrawn. She grossed £18,354 from 528 kits, including some fine cod.

The North Sea seiners also hit foul weather and only seven landed all week, plus just one pair team. This section of the fleet has propped up the local industry for much of the summer and, with these vessels now being laid up through the worst of the winter, the outlook is ominous.

FIRST SILVER CATCH WINNERS

ENTRIES for the first Silver Catch Award Scheme were of a very high standard said Sir Douglas Haddow, chairman of the North of Scotland Hydro-Electric Board, at a presentation lunch last week.

A total of more than 110 chefs, commis chefs and senior student chefs took part in the contest, which could be the first step towards the running of a annual UK contest.

Alan Bolt, chairman of the Herring Buyers' Association, praised the scheme saying that his organisation looked to the catering industry as a prime force in bringing unpopular fish such as mackerel to the public's attention. The dishes displayed by the competitors showed how fish could be transformed into a speciality dish.

Below: Dr. W. J. Lyon Dean, chairman of the Herring Industry Board, and Sir Douglas Haddow (centre) flanked by award winners.



would become a few months ago.

"Merchants are now desperate for fish, especially cod, and that is why we have been pressing for an arrangement to allow Icelandic wet-fish vessels back to Grimsby."

"The Association's nationwide delivery service is second to none, but it will not remain viable unless we have the wet fish supplies to justify it. Without transport Grimsby is sunk and everyone connected with the industry will be on the dole."

It was also confirmed that the Department of Employment was sending circulars to fish merchants laying down the guidelines for making staff redundant.

Dave Hawley, the district

officer representing the trawler officers who support the lumpers action in banning Icelandic wet fish imports unless British trawlers are allowed back into the Icelandic fishing grounds, was publicly criticised by one of Grimsby's major fish merchants, Roland Drewery last week.

Folly

Mr. Drewery wondered if Mr. Hawley, "and those who think like him", wanted to see the complete end of Grimsby as a fishing port. He continued that it seemed a complete act of folly that the lumpers could be coerced into action which could "cut their

throats in the future" and that the housewife generally was only interested in buying fish she could afford and the source did not interest her one iota.

Another depressing rumour, as yet unconfirmed, was that the French trawlers from Lorient which have provided many useful catches

at Grimsby this year may move to other ports because they are able to pay lower landing charges elsewhere. For the record, last Friday's all-time low of 35 kits attracted only handful of merchants and the fish, mostly codling, sold for £1,300. Situation at Fleetwood — page seven.



Dave Hawley — supports lumpers action.

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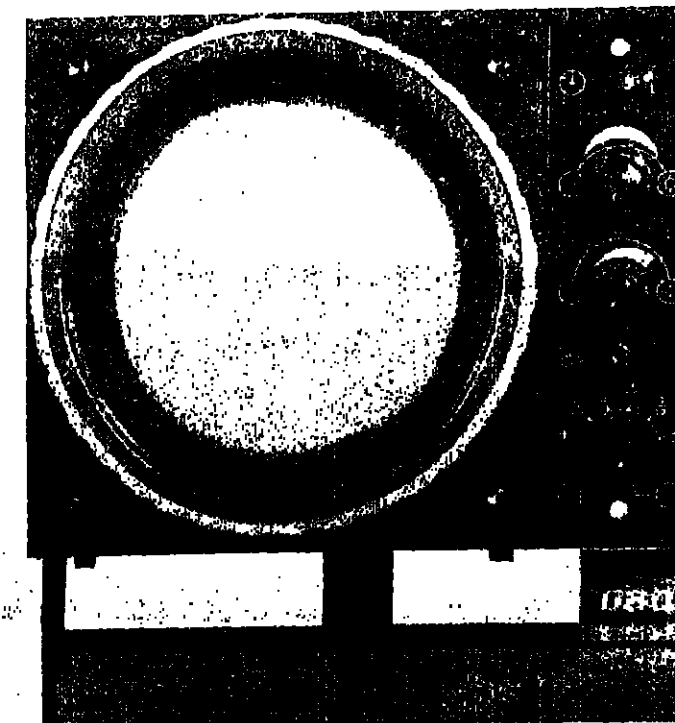
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Sparehand Andrew Smith said Mr. Smith had complained of chest pains earlier in the day.

According to the latest figures, Shetland has had over £1 m. Six grants, totalling £257,268, have gone to the island of Whalsay for boats and one, of £28,982, to the port of Scalloway.

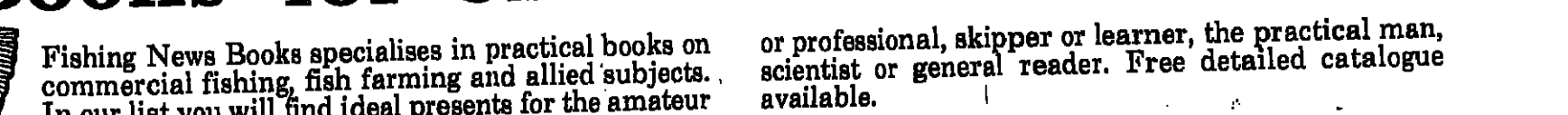
There were no arrivals for the Friday market, but the port had a heavy over-

The block has a maximum input of 250 hp and a pull of more than eight tons working at an oil pressure of 2,000 psi. Eight of these blocks, known as the model 56A, have been sold to tuna seiners. They will be able to handle the larger nets anticipated in the tuna industry in the next few years.

man said he had never seen the water reach such a height.

In the SPC's view, this action could avoid friction between those who fish from UK-registered boats and those who do so from Guernsey-registered boats.

action from and from its.



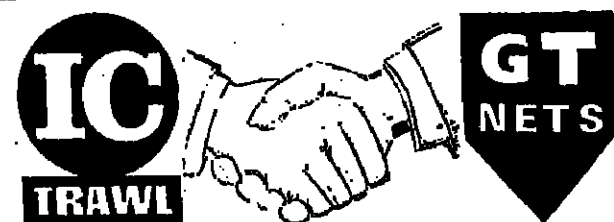
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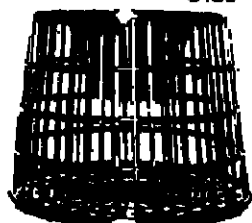
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Prospects bleak warn scientists

THE OUTLOOK for fishing herring and many other species next year is bleak. With scientists recommending a ban for at least two years in the North Sea and Celtic Sea, the present depressed herring situation looks like getting worse.

While the Scottish west coast and Manx herring stocks are in better shape than others a drastic cut-back is recommended to control diversion of fishing effort to this area, says the Lowestoft Laboratory in its *Fishing Prospects 1977-78*, just published.

Severe restrictions are also called for on the Mourns herring stock in the western

Irish Sea. Even the Thames Estuary herring is in need of careful regulation.

Predictions at this stage have been made particularly difficult with the EEC's policy on fishing still undecided. Director of Fisheries Research, Arthur Lee, notes that the title *Fishing Prospects* is somewhat misleading, without a Common Fisheries Policy or agreement

on total allowable catches within the EEC's 200-mile zone.

For some other pelagic species the prospects look healthier, although scientists point out that many of these will need careful watching. Recruitment to the North Sea and western mackerel stocks have been better than anticipated, but a cut in fishing effort is thought necessary to protect the spawning stock.

Sprat stocks are looking better although the TAC has been reduced because recruitment is unpredictable.

Blue whiting stocks are high and saithe is seen as a species which could be exploited more by UK fishermen.

Round fish prospects in the North Sea are seen as "reasonably good". While there has been good recruitment in plaice stocks which has stopped the decline in catch rates, there is a danger that these could fall again unless good year classes follow.

Drastic conservation measures are needed on North Sea sole stocks, warn the scientists.

Vessels diverted from the North Sea and distant waters have had an effect on the cod and haddock fisheries west of Scotland. These stocks are seen as in need of regulation.

Cod stocks in the north-west Atlantic are still in a poor state, but in the north-east Arctic, cod stocks are coming back up as a result of regulation. Haddock stocks in the area are still in a bad way.

Cod and haddock off Farnes has been taking increasingly heavy punishment and it is noted that the British fleet will have to bear the brunt of any cut-back in the area.

With catch rates for shellfish in England and Wales expected to stabilise there are still some areas, it is pointed out, where there is scope for expansion. With better handling and marketing more effort could be put in on the fishery.

THE Mervagh boatyard at Downings, Co. Donegal, which builds in both wood and ferro-cement, is now to fit out a GRP hull.

The 28 ft. hull will be moulded in Orkney by Halmatic (Scotland) Ltd. She will be fitted with a timber deck, 44 hp Bukh engine and PNP Duerr pot and line hauler.

Cash for Scots mission



Supt. Jarrett of Oban Fishermen's Mission receives the cheque from Skipper Denis Meenan (right) on behalf of Campbeltown fishermen.

CAMPBELTOWN fishermen have expressed their thanks to the Oban branch of the Royal National Mission to Deep Sea Fishermen by presenting them with a cheque for £75.

Skipper Denis Meenan presented the cheque to Supt. Paul Jarrett on behalf of the Campbeltown fishermen in appreciation of the mission's excellent work for fishermen working in the vicinity of Oban.

The total cash boost to the mission was £108.48 including £20 from the Sotheby Trust local committee.

The meeting, which was organised by Mr. W. J. Anderson who has taken a keen interest in the mission's work, ended with Supt. Jarrett showing one of the Mission's latest films: "Men Apart."

Saving a way of life at Hull

FISHERMEN'S terraced homes in the Hebble Road area of Hull may be saved from demolition. An interim report presented to the Cultural Services Committee last week suggested the preservation of the houses which could be renovated.

General opinion was that the preservation of the living conditions of fisher folk and their families would be of considerable interest for future generations.

One member suggested that the area could be expanded to incorporate various features of past life, such as the corner shop and small pub. He felt it was all part of the city's social history.

Officials are to make a further report.

LERWICK, fish landings were drastically cut because of bad weather last week. Total landings for the week were valued at just over £40,000. Thirty-nine boats arrived in Lerwick on Monday, 28th, and 28 boats on Tuesday, 29th. The total catch was 1,185 tons, valued at £18,500.



Robert Hewett and Ella Hewett laid up at Fleetwood last week — a big blow to the port.

WORST SUPPLY OF THE YEAR

FLEETWOOD had its smallest fish supplies of the year last week with ships returning with meagre catches from long trips. There was one exception — and this was a landing by a French trawler brought to the port to augment supplies.

The Lorient trawler *Jones Bank* landed an excellent catch of 903 kits, including 90 of cod, 300 of haddock, 50 of whiting, 100 of sole and 200 of dogs, which sold for £28,190.

This is the second time *Jones Bank* has landed at Fleetwood. In August she put ashore 688 kits which sold for £18,740.

Top ship among local

trawlers was the stern fisher *Luneda*, commanded by Skipper Charlie Scott. She landed 558 kits, including 25 of cod, 140 of haddock, 100 of sole and 240 of dogs, which sold for £14,881.

The pair team *Armana* and *Navea* was hit by constant gales which forced them to spend several days sheltering. When they eventually arrived back in port *Navea* (Sk. John Burns) landed 279 kits worth £12,363 while *Armana* (Sk. Tom Christy) made £8,283 from 200 kits.

It was also a rough voyage for the stern trawler *Boston Stirling*, commanded by Skipper Bill Bridge. She returned to port from grounds

off the north of Ireland after 14 days with 424 kits, including 60 of cod, 20 of plaice, 80 of haddock, 10 of whiting, 30 of roker, 40 of dogs and 1,000 of mackerel. The catch sold for £12,169.

There were good performances by two of the port's pocket trawlers. *Resolute* (Sk. J. Wright) landed 183 kits — 35 of cod, 10 of plaice, 15 of whiting, 65 of sole, and 30 of roker — which sold for £5,742 while *Replenish*, with Skipper W. Ansell in command, landed 190 kits — 25 of cod, 15 of haddock, 110 of sole and five of dogs — for a grossing £5,458.

Both vessels had been at sea for 15 days. Quite ob-



The Lorient trawler *Jones Bank* topped Fleetwood with 903 kits last week.

Bad weather hits landings

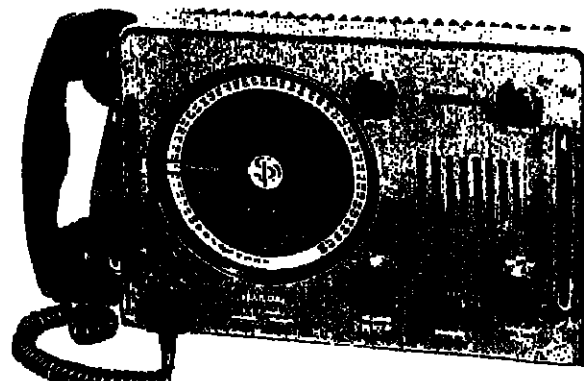
BAD WEATHER kept catches down at Lowestoft last week. Four of the top six ships had comparatively large catches as they had spent more time on the grounds before gales set in.

Colne Group's side trawler *St. Mark* (Sk. Jack Kelly) was top earner, returning after a 12-day trip with 236 kits which sold for £11,418.

Small & Co.'s side trawler, *Suffolk Crusader* (Sk. A. Blowers) put ashore 186 kits after 12 days at sea to earn £9,044. Six kits went to another Boston stern trawler, *Boston Sea Sprits* (Sk. C. Scott). After 12 days she landed a 199-kit catch, worth £9,010.

The seaferry, *Prize*, being paid by the trawler *Boston Sea Sprits* (Sk. V. Crisp) with a 11,027 grossing from a 236 kit landing. *St. John* (Sk. R. Jones), another Colne trawler, landed a 201 kit catch which

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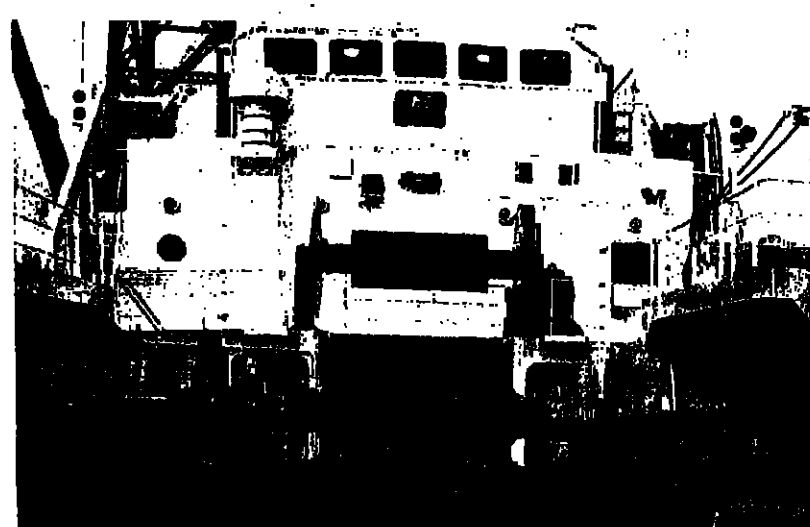
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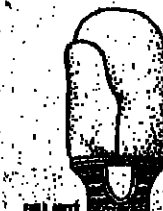
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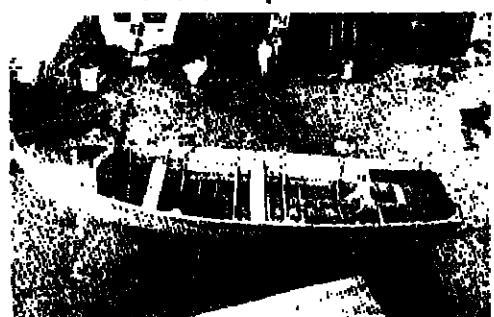
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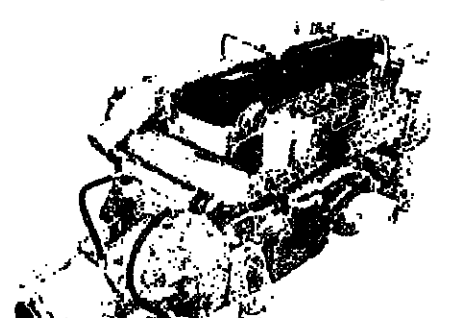
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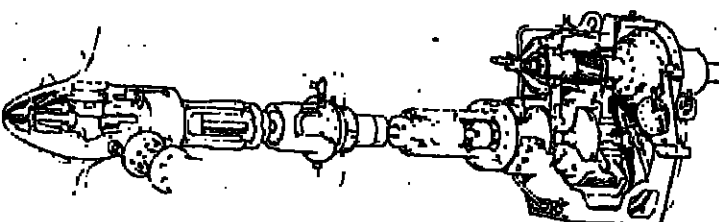
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fishing news talks to SFF vice president Gilbert Buchan

CFP — going nowhere slow

GILBERT BUCHAN MBE is a retired skipper and the most respected practical herring expert in Europe. At 65 he is now busier than ever. For, being vice-president of the Scottish Fishermen's Federation, he has been commuting between Luxembourg, Brussels, London and Edinburgh to advise government ministers on the all-important talks to secure a workable Common Fisheries Policy. He lives in a traditional fisherman's cottage at Inverallochy, near Fraserburgh, Scotland.

FN How do you view the present state of play in the CFP re-negotiations?

GB In spite of considerable effort the politicians have not made much progress — before I would have said we were going nowhere fast, now we are going nowhere slow.

I cannot see any possibility

of an agreed and foreseeable future. I don't think the Government have ever accepted our 50-mile exclusive control argument, and I think they will prefer to achieve an agreement on an EEC basis. We have preached that this is high impossible and, really, the powers that be are beginning to recognise this.

We seem to be going round in circles. I don't think myself that we will leave the EEC over the fishing issue, but they realise the resolve of our industry at this time. Revolutions do not come about by a stronger line.

I do not see any willingness from our partners to accept the required conservation measures. To date, apart from the herring ban, I feel that they have simply been talking the North Sea stocks to death.

FN How could you continue to take such a hard line?

GB I see no need to discuss the problem. We would have the strength of action to prove that business. Remember, Gilbert Buchan MBE is a retired skipper and the most respected practical herring expert in Europe.

FN Given a favourable allocation of quotas, are you prepared to concede the 50-mile limit fight?

GB No. As a short-term interim measure we may have to agree to quota management by the EEC. Having said this we will only agree to that interim measure if the allocation is in the correct proportion. In other words we supply 65% of the ground and, therefore, it must be logical that we get at least 65% of the quota. Possibly this in itself will not be enough — for example if the TAC of haddock is up 100,000 tons, 60,000 tons will not be sufficient for the UK. Mackerel could be the only viable stock left. Therefore, with proper conservation measures, it could be the means of our survival — but with less encroachment.

I am still convinced, however, that it is only by coastal control and management that any quota system can work.

FN How do you see effective management control?

GB This can only be achieved by a combination of licensing and quotas. Having said this how do you allocate licenses? It's an impossible task. Attempts at licensing have failed. Communities become divided as any such allocation must favour some at the expense of others.

Licences must be issued on a non-discriminatory basis with the power of withdrawal vested in the coastal state. Some have talked about compensation. This will not work. No fishermen will sell his birthright for a mess of pottage — once sold it cannot be bought back. The industry must devise a basic plan for the future. Without such a plan the fit will survive and the rest will disappear. We must look to the future and fish on a survival basis.

Conservation will have its greatest reward — future generations of fishermen. Without conservation there will be no seabed and we will have lost some of our most precious assets both in food production and community life.

We must learn from the past. After the First World War one-third of the population left my village because of poverty. Those that remained

accepted the Common Fisheries Policy on entry was wrong, so much so that he feels it was a disaster and resulted in the withdrawal of Norway from the negotiations.

At this time the fishermen's representatives are discussing a policy at a much higher level than ever before — because of this involvement we see the difficulty of the fight. One or two (if you include Ireland) against the rest.

FN Do you see conflict between the deepsea and inshore industry over reciprocal deals, quotas, licences etc?

GB The principles of the deepsea and inshore industries are diverse but, somehow, we must try to resolve our problems. However, when it comes to reciprocity we demand that this is done on the historic basis i.e. inshore reciprocity for inshore vessels.

If this does not transpire, we would have to return to an inward thinking stance of exclusive limits meaning total exclusion. I think our present stance of 50-mile exclusive management limit has evolved logically, naturally and with commonsense.

Our men have conceded in certain policy areas to show goodwill to Government and deepsea interests alike, but they will go no further.

When we talk at negotiations and discussions about our industry we are meaning more than just fishing boats and profits. We are talking about communities and about history. Naturally the deepsea interests take some of these factors into consideration but, when it comes to the crunch, the balance sheet dictates their strategy.

It will be easier for the trawling companies to allocate licenses to vessels than it will be for us. They can make across-the-board decisions on an inter-company basis whereas we represent individual skipper-owners who have their own interests to fight for.

In the past my relationships with the deepsea trawling companies have been extremely cordial and I think they understand that we will not be pushed around.

Irish changes

NEWS from the Irish boatbuilding industry is included in a special two-part feature on Ireland being published by our sister journal, *Fishing News International*.

Part one, which appears this month, deals with the problems and opportunities facing Irish fishermen as they struggle for a 50-mile exclusive limit.

In the December issue *FNI* looks at the trend towards steel construction in Irish fishing boats and the latest developments in the industry.

50 years ago

Recalling some of the stories which appeared in our columns this week 50 years ago.

NOVEMBER 26, 1927

FAMILIES could be wiped out as fathers, sons, brothers and cousins form herring boat crews.

STORMS carry away 20,000,000 oysters from Bay of Biscay beds.

ZULU herring boat *Alaska* wrecked off Gouidon, Scotland, on trip from Lowestoft to Macduff. All her nine crew are lost.

HASTINGS fish market to be demolished to make way for tramway.

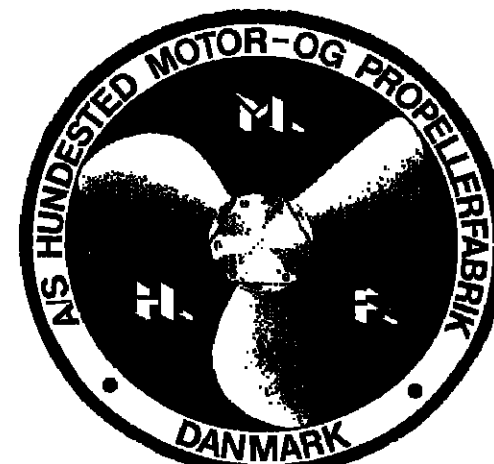
STEAM drifters gross an average £750 for East Anglian herring season; motor drifters average around £300.

KIPPERING season gets underway at Oban.

TWO Consolidated Fisheries trawlers collide in the River Humber; the new trawler *Gunner* has her port bow plates torn open.

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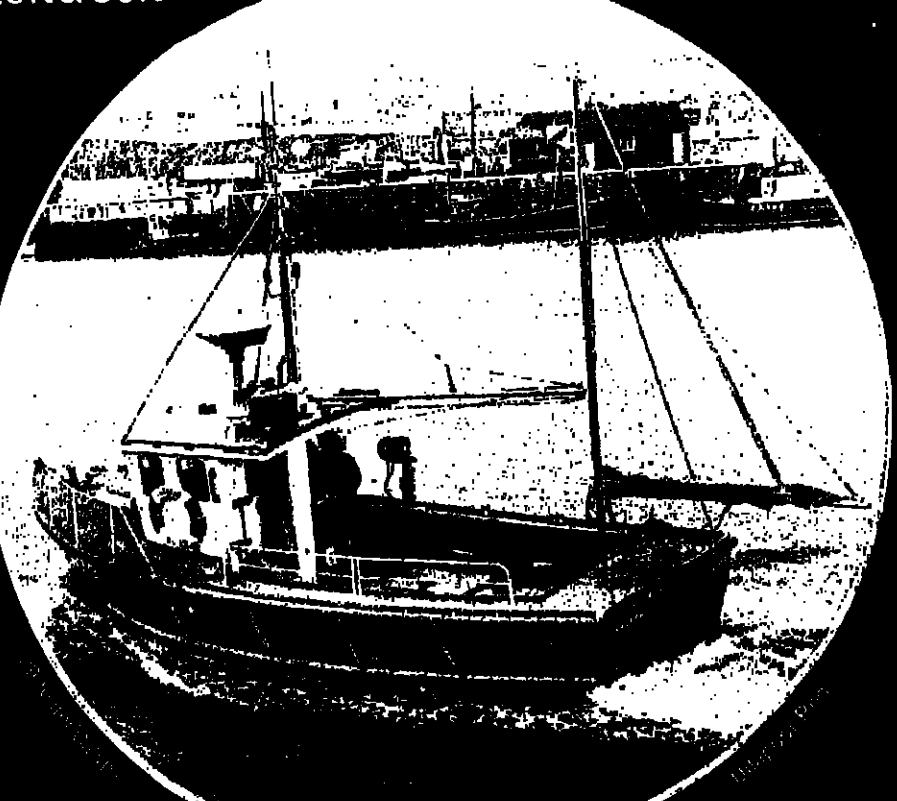
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ACT BEFORE IT'S TOO LATE SAYS FISH RIERS

FISH AND CHIP traders led a "united we stand" delegation to Westminster last week to confront MPs with the desperate state of the country's fried fish industry.

Faced with the fact that at least one fish shop is closing every day — 4,000 have shut in the last 12 years — the National Federation of Fish Friers' and the Confederation of Fried Fish Caterers' Association formed a common front against government slowness in forming fisheries policy.

"This is a new way of thinking," said lobby organiser Doug Smith of the Take-Away Food Federation. "It's the start and not the end."

Mr. Smith added that the delegation represented the widest combination of fish interests ever seen in Parliament: catching, processing and retailing.

It is up to the fishmongers and friers to move as they are the people who had to bear the brunt of public opinion.

"It's the fishmonger's word that counts," said Mr. Smith. Speaking for the delegation, Brian Parker, former president of COFFCA, said: "This is an ongoing thing — if we tell ministers that we'll be back in January or February and ask what have you done, let's hope they'll be asking the questions and not us."

Mr. Parker read out an official statement to MPs: "This meeting is called to express our alarm at the lengthy, protracted talks on fishing limits and conservation and the outlook of no immediate solution, also the lack of all political parties to publish a positive fishing policy."

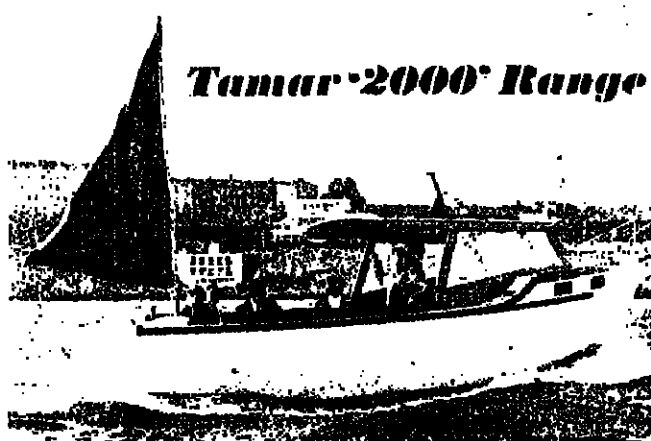
"We want to work — we are not the militant big-mouthed bullies who catch all the headlines and the ears of the MPs."

"We urge all MPs to ask the following questions now, not next spring or June '78 suggested by the minister, for by then it will be too late for many of us."

Five lines of action were listed, including an immediate declaration of a 50-mile limit; immediate drawing up of



Turn to page 16



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Catching sharks in Britain

"I USED TO be successful setting lines for school sharks off the coast of New South Wales.

"Please let me know what kinds of shark frequent British waters; which (if any) are caught by commercial fishermen and how; and where shark flesh, livers and other products are marketed.

■ Smallest sharks around Britain are smooth hound; nurse hound or large or greater spotted dogfish or bull huss; rough hound or small or lesser spotted dog or huss; and the spur dogfish or piked dog because it has a sharp spur or pike in front of each dorsal fin.

Smooth hound sharks up to 6 ft. long are found all around the coast; nurse hounds up to 6 ft. long are found all around the coast; nurse hounds up to 5 ft. long over rock bottom in fairly deep water; rough hounds up to 3 ft. long over sand bottom in shallow water; and spur dogs anywhere in the Channel, North Sea, Irish Sea and around the Irish coast.

All four species of dogfish are caught in commercial quantities with long, or set, lines.

They are also caught — unintentionally — in trawls and other set nets when they are robbing them of fish.

A stock of spur dogs which inhabits an area from the west coast of Scotland to the Norwegian coast is exploited by Grimsby trawlers as well as Norwegian longliners.

Many dogfish caught by longliners and trawlers are landed in Grimsby where there is a ready market.

Most fishing ports also deal in another shark species which grows up to 8 ft. long and is caught on lines or in trawls, known as a monk or angel fish.

Tope is found all around the British Isles as far as 60 deg. north. It grows to about 9 ft. long and weighs up to 80 lb., but the majority taken are between 4 and 6 ft. long weighing between 20 and 50 lb.

They are caught by anglers with lines and one or two hooks baited with whole mackerel, whiting or squid, and sometimes on longlines and in nets. Tope are edible and sold for human consumption abroad but usually go for pet food in the UK.

In summer, blue and porbeagle sharks up to about 300 lb. visit the south and west coasts of England and Ireland in substantial numbers. They are of little commercial interest to professional fishermen apart from those chartering their boats for game fishing.

Mako sharks also visit the same areas occasionally and thresher sharks have been captured off the coasts of Northumberland, Suffolk, Kent, Cornwall and Donegal. Sightings of hammerhead sharks have been recorded occasionally but basking sharks are the only ones

John Burgess' Log



worth pursuing for profit in British waters.

Basking sharks are harpooned off the west coast of Ireland, in the Minches and off the Shetland Islands. One specimen taken near the Shetlands weighed as much as 8,000 lb.

The only concern I know taking shark products such as hides, fins, jaws and teeth in addition to flesh and liver oil is Shark World International, 3000 Baccayne Boulevard, Miami, Florida, USA.

If you want to catch sharks other than dogfish, the firm will provide free instructions on skinning sharks, preparing fins, etc.

Pumps to suit DoT

"WE HAVE BOUGHT an old Scottish wooden MFV to catch fish for our own daily requirements, for smoking and deep freezing.

"At present she is fitted with a bilge pump driven by a belt off the engine, and a hand pump.

"The bilge pump is almost worn out and needs replacing. "Although we will not be fishing commercially and the boat will be de-registered, we want to fit a pump or pumps, which are D.O.T. approved for registered fishing vessels of the same size — 52 ft.

"What are the official requirements and where can we get approved pumps?"

■ The Fishing Vessels (Safety Provisions) Rules 1975 require vessels between 15 and 20 metres registered length to carry not less than two bilge pumps with a total capacity of not less than 275 litres per minute.

At least one pump has to be a power pump with a minimum capacity of 140 litres per minute.

If two power pumps are fitted, each must be independently driven.

You may also fit a bilge ejector in combination with a power-driven pump as a substitute for one power-driven bilge pump.

A general service pump of sufficient capacity may be used as an independent bilge pump.

Where more than one pump is installed, one of the bilge pumps must be self-priming.

Hand-operated bilge pumps must be either rotary, semi-rotary or lever-operated and shall be operable from the deck. They must be arranged so that the bucket and tail valve can be withdrawn for examination and overhaul at all times.

Beyond this, you will need to fit one self-priming power pump of an approved type. It could probably be driven from the same take-off as the pump which it replaces.

If, for example, capacity of your hand-operated pump is 50 litres a minute, its capacity would have to be 225 litres

a minute to bring total capacity up to 275.

You can get such pumps from Gilbert Gilkes and Gordon Ltd., Kendal, Cumbria. I have had one of the company's Gilmec 'M' series pumps in my boat for five years and could not wish for a more efficient and dependable disposer of bilgewater.

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November 25, 1977

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FISHING NEWS

Scad—an alternative mackerel resource

TRAWLERS searching for another quarry after being hit by the new mackerel fishing quotas could try the scad or horse mackerel. The home-water stock of this species is formed of dense overwintering shoals similar to mackerel.

A report on horse mackerel (*Trachurus trachurus*) has just been released by the MAF's Fisheries Laboratory at Lowestoft.

At first glance the prospects for an extensive fishery seem limited as the UK market is for fish meal.

Our best catch has only topped 1,000 tons in one year. But the report points out that Mediterranean countries buy the species fresh for human consumption, while Russian factory ships freeze the body and turn the large head and gills into fish meal.

Their backs are blue-grey with greenish tints, the flanks are silvery and the belly white. Shoals are found along the edge of the continental shelf and in localised coastal waters such as off Start Point and Beachy Head. Spawning starts in the spring and the shoals then begin to disperse.

The report carries maps of spawning distribution and shoal concentrations. After one year's growth the fish are about 10 cm long and recognisable as horse mackerel; in the second year they reach 20 cm. and their diet changes from zooplankton to include a greater proportion of other smaller fish. The majority spawn for the first time when they are three or four years old.

The horse mackerel has a head about one-third of its total length and, in British



The horse mackerel or scad. This fish is 30 cm. (about 1 ft.) long.

annual fat cycle, also when they start to put on weight rapidly rather than length.

This comes when the fish reaches around 30 cm (about 1 ft.), but they seldom match the size of jumbo mackerel found in the south-west and Scottish mackerel fisheries.

Countries fishing horse mackerel include: the USSR, Portugal, Spain, South Africa, France and Norway, apart from the UK.

Since the mid-1960s, catches from Biscay and west of Portugal have declined, while the take west of Britain, in the English Channel and in the North Sea have increased ten-fold.

Catch rate details are scanty. Information from French, Spanish and Russian vessels is quoted, plus experience aboard the British fisheries research vessels *Cirrolana*, *Ernest Holt* and *Corella*.

On commercial vessels, handling the fish in bulk may require crew members going into the hold to trim the catch and ensure even distribution of the load. This problem may be minimised if the fish are pumped aboard and it is certainly eased if they are pumped ashore.

"Horse Mackerel is available free from: Lowestoft Fisheries Laboratory, Lowestoft, Suffolk.

Large numbers of horse mackerel occurring as a by-product of the fishery.

These large trawlers recorded catch rates of eight to 15 tons per hour off Plymouth, Start Point and Beachy Head on occasions during the winter months.

The report rounds off with a recipe from South Africa and the handling problems for fishermen.

The report details the fish's

catch in trawls and drift nets have never been popular with British fishermen as the fish are physically uncomfortable to handle and there has been no market for them.

Like most pelagic species, the horse mackerel is prone to 'mesh' in the trawl belly meshes just forward of the cod-end. These fish must be removed by hand — and this can be unpleasant due to the spiny nature of the fish.

Once in the small mesh of a mid-water trawl cod-end there are few problems, and in the experience of research vessels the fish run from the cod-end without any difficulty. Once on the deck they can also be a problem as the spines tend to 'bind' the fish together, so that they remain in a pile.

Run free

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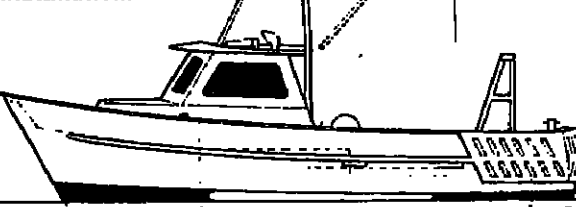
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FREEWARD MARINE

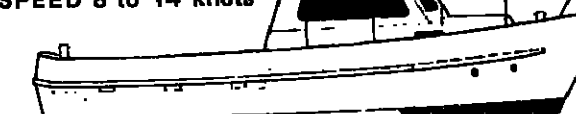
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Internal framework Standard. Hull moulding weight approximately 4000lbs. Ultra volume hull. Wide after deck provides large operating platform.

Freeward 35 Mouldings are produced in the modern Lloyds approved factory of Robert Ives Ltd.

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Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant water
£47,131: Vivaria, BUT (Sk. R. Kurz), 1,077k, BI, 24 days.
£44,160: Ross Ramillies, BUT (Sk. R. Pepper), 1,221k, BI, 26 days.
£37,887: Ross Kelvin, BUT (Sk. B. Stokes), 1,100k, WS, 27 days.
£27,519: Ross Kashmir, BUT (Sk. W. Ferrand), 734k, BI, 25 days.

Middle water

£18,354: Real Madrid, Consol (Sk. A. Call), 528k, W, 17 days.
£18,326: Yesso, Taylor (Sk. P. Brown), 573k, W, 17 days.
£17,654: Ross Juno, BUT (Sk. J. Waddingham), 493k, W, 15 days.
£15,400: Ross Leopard, BUT (Sk. J. Brown), 484k, W, 15 days.
£15,259: Gillingham, Consol (Sk. C. Drevera), 465k, W, 17 days.

North Sea

£7,063: Lemberg, Lindsey (Sk. H. Pexman), 149k, NS, 13 days.
£4,788: Lofoten, Lindsey (Sk. A. Hatton), 116k, NS, 12 days.
£3,612: Lucerne, Lindsey (Sk. S. Davidson), 60k, NS, 9 days.

Seiners

£15,363: Coirelach, Sleight (Sk. D. McKenny), 112k, NS, 21 days.
£5,019: Karen, Richardson (Sk. M. Joseph), 159k, NS, 18 days.
£3,170: Bennisan, John R., (Sk. A. Hinde), 93k, NS, 16 days.
£3,100: Cullen Bay, Sleight (Sk. P. Miller), 86k, NS, 20 days.
£2,405: Coral Bank, Sleight (Sk. G. Todd), 51k, NS, 17 days.
£1,653: Christen Bank, Jubilee (Sk. T. Larsen), 47k, NS, 17 days.

Pair teams

£2,901: Athabasca (Sk. A. Albrechtsen), 67k, and £1,563: Trendsetter (Sk. M. Jensen), 38k, both Danbrit, NS, 9 days.

HULL

£50,994: Ross Leonis, BUT (Sk. D. Patterson), 1,298k, BI, 24 days.
£49,608: Ross Trafalgar, BUT (Sk. E. M. Ward), 1,308k, WS, 26 days.
£45,859: Westella, J. Marr (Sk. P. Taylor), 1,189k, WS, 27 days.
£44,008: Arctic Cavalier, Boyd (Sk. P. Garner), 1,261k, WS, 26 days.
£28,303: Lord St. Vincent, BUT (Sk. W. Heath), 898k, WS, 27 days.

FLEETWOOD

Homeowner
£26,190: Jones Bank (French), 903k.
£14,631: Luneda, Marr (Sk. C. Scott), 558k, 16 days.
£12,169: Boston Stirling, Boston (Sk. W. Bridge), 424k, 14 days.
£10,511: Boston Explorer, Boston (Sk. W. Anderson), 402k, 16 days.
£8,310: Wyre Vanguard, Wyre (Sk. J. Newham), 314k, 16 days.
£5,742: Resolute, Ward (Sk. J. Wright), 183k, 15 days.

Pair teams

£12,363: Navena, (Sk. J. Burns), 279k, and £8,383: Armana (Sk. T. Christy), 200k, both Marr, 15 days.

ABERDEEN

£19,474: Grampian Monarch, North Star (Sk. R. Catto), 680k, F, 16 days.
£13,640: Maureen June, Wood (Sk. J. Anderson), 391k, S, 12 days.
£13,513: Mount Eden, BUT (Sk. J. Masson), 468k, S, 14 days.

£13,025: Grampian Warrior, North Star (Sk. R. Leiper), 417k, O, 16 days.
£12,284: Glen Coe, Marr (Sk. J. Simpson), 339k, F, 16 days.
£10,915: Collena, Marr (Sk. F. Webster), 364k, F, 16 days.

LOWESTOFT

£11,418: St. Mark, East Coast (Sk. J. Kelly), 236k, NS, 12 days.
£11,027: Boston Sea Fury, Boston (Sk. V. Crisp), 235k, NS, 13 days.
£10,426: St. John, East Coast (Sk. R. Jonas), 210k, NS, 12 days.
£10,024: Boltby Queen, Talisman (Sk. D. Smith), 201k, NS, 12 days.
£9,044: Suffolk Crusader, Hobson (Sk. A. Blowers), 185k, NS, 12 days.
£9,010: Boston Sea Sprite, Boston (Sk. C. Scott), 199k, NS, 11 days.

NORTH SHIELDS

£12,644: Ben Glas, Irvin (Sk. S. Shearer), 22,283k, NS, 13 days.
£8,722: Ben Meide, Irvin (Sk. A. Coe), 17,925k, NS, 13 days.
£8,421: Ben Strome, Irvin (Sk. E. Longhorn), 14,470k, NS, 10 days.
£3,426: Ina McBain, AF (Sk. J. Fleming), 5,693k, NS, 12 days.
£2,832: Scarlet Cord III, Irvin (Sk. G. Buchanan Jr.), 6,565k, NS, one day.
£446: Scarlet Cord III, Irvin (Sk. G. Buchanan Jr.), 1,950k, NS, one day.

BRANTON

£11,376: Arctic Brigand, Liston (Sk. A. Wood), 355k, NS, 12 days.
£8,005: Arctic Explorer, Liston (Sk. J. Banyard), 257k, NS, 11 days.

KEY: BI Bear Island; BS Barents Sea; DW distant water; F Faroe Islands; G Greenland; HW Home water; IS Irish Sea; NC Norway Coast; NFL Newfoundland; NS North Sea; O Orkney; R Rockall; S Shetland; W Westerlies; WC West Coast; WS White Sea; SK Skipper; k kilo; c cwt; kg kilo.

PORT MARKETS

FRIDAY, NOVEMBER 18 DUBLIN

690 boxes mainly from Howth and Skerries met a good demand. Main variety was round whitefish. Prices: black sole, £1.50; sole, 50p; brill, 25p/30p; turbot, 25p/30p; cod, 25p/30p; haddock, 15p/18p; whiting, 16p/18p; plaice, 17p/40p; per lb; round whitefish, £9/10; ray, £14/25; per box.

MONDAY, NOVEMBER 21 GRIMSBY

A poor supply of 1,587 kts from nine boats met a good demand. Prices: black sole, £4.50/£5; codling, £4/£5; large shell haddock, £4.50/£5.20; medium, £2.10/£2.30; large plaice, £8/£40; medium, £5.80/£2.20; best small, £5/£5.50; lemon sole, £7/£8; large skinned dogfish, £7.50; medium, £6.20; redfish, £2; rockfish, £2.50/£3.20; saithe, £2.60/£3; per stone.

HULL

1,592 kts from two distant water vessels and one North Sea seiner. Price ranges per 10st. kit, heads on: (Distant water) shell cod, £37/£39.75 (average £45.80); bulk, £48/£57.75 (average £52.80); shell cod, £32/£37/£40.95 (average £35.20); bulk, £36/£42.75 (average £39.35); haddock, £36.25/£50 (average £43.10); sole, £28.75/£34.50 (average £31.10); bergylts, £14/£24.50 (average £19.25); plaice, £26/£36 (average £31.00); No. 1 water bulk haddock or halibut (North Sea), £40/£42.50; codling, £30/£32; haddock, large, £47/£50; small, £37/£48.25; sole, £31.75; ling, £33.25.

FLEETWOOD

Prices: shell cod, £40/£45; haddock, £35/£40; large, £21/£25; small, £21/£25.

MILFORD HAVEN

237 kts from three boats. Prices: large cod, £28; medium, £28/£40; codling, £28/£30; large plaice, £48; medium, £47/£50; small, £28/£30; turbot, £130/£141; whiting, £20/£22; lemon sole, £55; Dover sole, £171/£180; slaps, £140; tongues, £55; squid, £34/£37; large ray, £40/£44; medium, £35; small, £30 brill, £55; per 8st. kit.

NEWLYN

Prices: large whiting, £4.20; medium and small, £3.70; large mackerel, £1; large medium, 65p; medium, 60p; small, 60p; pollack, £3.50; large pouting, £2.20; medium and small, £1.40; large plaice, £5.80; medium, £5; small, £4.50; squid, £6; large monkfish, £12; medium, £8; small, £4.50; large ray, £4.80; medium, £3.20; small, £2.20; turbot, £16; ling, £2.60; gurnard, 90p; dabs, £2; large hake, £8.50; medium, £7; small, £4.50; large brill, £8.20; medium, £5.50; per stone.

BRIXHAM

Prices: turbot, £19; whiting, £1.80; lemon sole, £10.80; Dover sole, £24.50; brill, £28.20; ray, whiting, £7.40; conger, £4.00; squid, £8.30; monkfish, £9.50; dabs, £8.50; gurnard, £9.20; mackerel, £2.10; per stone.

TUESDAY, NOVEMBER 22

ABERDEEN

202 tonnes from 13 boats. Prices: large codling, £41/£49; medium, £39/£49.50; small, £24/£30/£35.50; ling, £24.50; squid, £21/£29.80; saithe, £15/£25; large haddock, £31/£37.50; medium, £30/£33.50; whiting, £17.20/£27.50; lemon sole, £54/£84; plaice, £54/£84; per cwt. (Barents Sea): large codling, £29; medium, £27; small, £19/£23; saithe, £21.40/£25.20; per cwt.

LOWESTOFT

Prices: cod, £40/£45; large plaice, £40/£52; medium, £46/£50; small, £45/£53; codling, £35/£48; large haddock, £41/£48; small, £20/£38; large turbot, £185/£200; small, £95/£114; lemon sole, £90/£92; Dover sole, £258/£202; slaps, £155/£170; brill, £45/£60; monkfish, £70/£72; dogfish, £18/£20; per 10st. kit.

NORTH SHIELDS

Prices: large cod, £35; medium codling, £31/£32; selected medium, £30; selected small, £27.75/£31.75; small, £19.25; large haddock, £28; medium, £23.50/£24.75; selected small, £23.50/£24.75.

BILLINGSGATE

ON TUESDAY 263 tonnes were delivered.

Average selling prices on merchants' stalls: soles, £8p/90p; slaps, 95p/£1.00; medium, £1.10/£2.10; large, £1.80/£2; sea, 80p/£1; foreign smoked salmon, £3; per lb: large turbot, £21/£23.80; medium, £11.20/£14; small, £7/£9.80; large brill, £7/£8.40; medium, £5.80/£8.30; small, £4.20/£5.80; 1lb-2lb, £5.80/£7; selected lemon sole, £7/£10; large whiting, £4/£4.50; small, £3/£3.35; fillets, shell cod, £5.50/£12; bulk, £10.20/£11.30; codfish, £5.40/£5.80; haddock, £9.50/£12.20; home water haddock chucks and kit, £4.20/£4.40; gibbers, £6/£8.10; jumbos, £4.00/£6.50; selected whiting, £4p; sea trout, 43p; grey mullet, 30p; barbon, 51p; young far, 44p; per lb; fillets, plaice, £7/£7.84; cod, £7/70; haddock, £8; squid, £5.32; kippers, £5.50; per stone.

PROZEN FISH

Scampi, £1.10/£2.20; snappers, £1.35/£2.50; grey mullet, 30p; barbon, 51p; young far, 44p; per lb; fillets, plaice, £7/£7.84; cod, £7/70; haddock, £8; squid, £5.32; kippers, £5.50; per stone.

HERRING REPORT

THURSDAY, NOVEMBER 17

Ayr: Ten tonnes; home market at £51.20/£73.60. Mostly large fulls.
Torbay: Half tonne; home market at £60.10. Mostly large fulls.
Mallaig: One trawler, four tonnes; five pursers, 168 tonnes; home market at £20/£44.50.
Mallaig: Eight trawlers, 13 tonnes; two pursers, 34 tonnes; home market at £40/£60.50.
Uniform to slightly mixed in size. Spent 340/380 per 50 kg.
Stornoway: Three trawlers, four tonnes; three drifters, one tonne; home market at £40/£44.50. Uniform spents. 300/320 per 50 kg.

FRIDAY, NOVEMBER 18

Mallaig: Two pursers, 45 tonnes; one drifter, three tonnes; home market at £41.20/£47.40. Uniform spents. 250/260 per 50 kg.
Mallaig: Four trawlers, 13 tonnes; home market at £20/£42. Slightly mixed to very mixed in size. Spent 300/440 per 50 kg.
Stornoway: One trawler, one tonne; home market at £41. Uniform spents. 300 per 50 kg.

WEDNESDAY, NOVEMBER 23

Ayr: four trawlers, 12 tonnes; home market at £46.80/£72.80.
Mallaig: three trawlers, 14 tonnes; home market at £54.80/£58.80. Uniform spents. 250/260 per 50 kg.
Mallaig: four trawlers, 17 tonnes; home market at £19/£50. Mixed in size. Spent 340/440 per 50 kg.
Stornoway: two trawlers, three tonnes; two drifters, home market at £40/£45.20. Uniform spents. 320/340 per 50 kg.

FOR SALE BY PRIVATE BARGAIN

M.F.V. 'VIKING WARRIOR' PD. 188

Built of wood at Bornholm, Denmark, in 1968.
Length reg. 47.55 ft. breadth 18.2 ft. tonnage: Gross 24.98 net 14.40. Rigged for sea and stern trawling with a three ton British built driven winch. 6L30 Gardner 150 BHP main engine with a 3:1 reduction gearbox driving a 6L30 Gardner V.P. propeller. Fixed in position but with provision for adjustment for steering or towing. Quantity of fuel oil tank capacity 1,000 gallons. Equipment owned: Kelvin Hughes radar range 24 miles. Redfern GR 87 VHF, Sallor R/T. VHF/telex receiver. Decca Navigator Mk21, Decca plotter. The vessel is presently fishing out of Peterhead. For arrangements to view telephone Peterhead 4140 (Peterhead 4140).

Ring Myra

01-353 6961
Telex: 21977
and dictate your Classified Ad. for next week's issue

£19.90/£22.75; small, £18.75/£20.75; whiting, £17/£17.50; large lemon sole, £45/£48; small £26.55; large dogfish, £17/£18.25; small, £11; small plaice, £21/£23; per 10 kilo unit.

ARRHOATH

22 boats. Prices: medium haddock, £22/£25.50; selected, £20/£25; small £24/£25; large codling, £38/£39.50; medium, £35/£38; small, £17/£22; large whiting, £22.50/£23.50; small, £17/£18; per box; lemon sole, £5.50/£8; dabs, £2/£2.80; per stone.

LOCHINVER

300 boxes from five boats. Prices: cod, £3.75/£4.85; haddock, £3/£4.50; whiting, £2.30/£3.10; dabs, £3/£5; skate, £2.30/£4; saithe, £2; dogfish, £1.80/£2.20; per stone.

PETERHEAD

1,993 boxes from 12 boats. Prices: cod/codling, £4/£5.20; whiting, £3.20/£3.50; codfish, £2.50/£2.70; monkfish, £5/£6.20; dogfish, £2.10/£2.35; ling, £3.20/£3.40; plaice, £4.70/£5; per stone; haddock, £16.20/£40; per box.

STERN TRAWLER

BUILT 1972
OAL 330 ft. beam 100 ft. depth 16 ft. gross tonnage 6,371. 10hp 40 cylinder Ford Diesel, 21 reduction gear, fully decked with island fisherman's trawl winch with 180 lbs. 1 in. worm, Licensed for 12 passengers with detachable seating. VHF, Furuno sounder, 12 volt electric thruster, 120 amp. with electric, presently towing 100.

PILOT 17R, GRP, two berth.

Marc 40hp electric start, Telex, ex-cordit. Bramber trailer, winch, £1,500 on or exchange plus £3,000 for 17 ft forward wheelhouse, diesel. Telephone: Millport Comhrie 671.

36ft. x 10ft. x 21ft. 6in., registered fishing boat, forward wheelhouse flush deck, Ford 41 engine, ideal angling or lobster hunt, excellent condition, worth inspection, £5,250. Telephone: Rhyl 2947 after 5pm.

FOR sale 70ft. trawler, 152

farmer engine, perfect condition, at present fishing. Box No. 75.

SHRIMP, £1; per lb; oysters, £13/£25; per 100; Scotch whiting, £11/£13; per cwt; Danish mussels, £3.70/£5.50; per lb; shrimps, pink, 90p; English cockles, £1.80/£2; per gallon.

PROZEN FISH

Scampi, £1.10/£2.20; snappers, £1.35/£2.50; grey mullet, 30p; barbon, 51p; young far, 44p; per lb; fillets, plaice, £7/£7.84; cod, £7/70; haddock, £8; squid, £5.32; kippers, £5.50; per stone.

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Continued from Page 13

MARINE SURVEYS
SEA SURVEYS, 26 North Road,
Bristol, BS6 6AD. Prompt professional
surveys and valuations. Stability

BOAT BUILDERS
ELTON BOATBUILDING,
clinker boatbuilders, 14-30ft., lar-
ge, 35ft., power boats, ex. Am.